

CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

110558

COUNTRY Poland/Polish Administered Germany

DATE: 25X1X

SUBJECT Locomotive and Rolling Stock Production

INFO.

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SUPPLEMENT

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ORIGIN
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1. Between 1 January and 1 June, 1947, car foundries and rolling stock manufacturing installations in Poland and Polish Administered Germany turned out 4,073 freight cars. This was an average monthly production of 614 cars. 25X1X
2. In June, 1947, the Railway Brake Works in Starachowice (R52/Q05), south of Radom, began mass production of railway brakes for locomotives, freight and passenger cars. This plant services all Polish car foundries with brakes. 25X1X
3. In May, 1947, the Cegielski Locomotive factory near Poznan received an order from the Polish Central Ministry of Planning for 20 locomotives for Russian wide-gauge railways. The locomotives are to be delivered in January, 1948. 25X1X
4. During February, 1947, the Locomotive factory at Chrzanow (Q51/Y85) (Fabryka Lokomotyw w Chrzanowie), between Katowice and Krakow, produced the following, valued at 61,545 000 zlotys:

- a) 7 normal gauge locomotives for Ministry of Communication,
- b) 6 locomotives for industry,
- c) wheel sets for H. Cegielski, Poznan,
- d) wheel sets for PKD (Polish State Railways),
- e) repairs on 2 locomotives.

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5. The "Polish Industry for Rolling Stock" (Przemysl Taboru i Sprzetu Kolejowego) announced the following production for February, 1947, with a value of 21,600,- 000 zlotys:

- a) 2 locomotives,
- b) 14 tenders,
- c) 5 passenger cars,
- d) 752 freight cars.

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6. The railway workshops in Bydgoszcz (Bromberg) (P54/J09) are now repairing on an average of 35 locomotives, 33 passenger cars, and 1,000 freight cars per month. These shops employ over 5,000 workers.

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7. The C. Fiebrandt Railway Signals Works at Bydgoszcz, which is under State administration, is now filling each month orders valued at 6,500,000 zloty. This plant is reported already to have enough orders on hand to keep it busy for the next three years. This firm produces railway and mining mechanical and electrical signals, employs almost 500 workers, and collaborates closely with the Cesielkski car foundry and State-owned car foundry in Wroclaw (Breslau).
[REDACTED]

8. According to official estimates, Polish industry is capable of rolling enough rails per year to lay 800 km. of track. Due to a shortage of materials, experiments are being made with concrete sleepers. [REDACTED] 25X1X

25X1X [REDACTED] in view of the shortage of timber in Poland, the Ministry of Communications is being supplied with a sample order of 10,000 ferro-concrete railway sleepers. [REDACTED] 25X1X

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